

SECOND GERMAN PLANE ABANDONS ITS
FLIGHT TO AMERICA; RETURNS TO DESSAU

By International News Service
DESSAU, GERMANY, Aug. 15.—The second German trans-Atlantic plane, Bremen, returned to the flying field here at 4.24 German daylight saving time today, abandoning the trans-Atlantic flight.

The Bremen was compelled to abandon its flight because of heavy storms encountered soon after passing Dublin, members of the crew announced.

The Junkers monoplane Bremen, piloted by Herman Koehl and Friedrich Looze, with Baron Guther von Huenefeld as passenger, hopped off from Dessau, Germany, at 6:20:47 o'clock last evening (1:20:47 New York time) in an effort to make the first non-stop flight from Europe to the United States. Its destination was Chicago.

At 5.15 o'clock this morning English time, the German plane was reported sighted over Kingstown and Dublin.

NEW YORK, Aug. 15.—At seven o'clock (daylight saving time), nothing had been heard from the German Junkers trans-Atlantic airplane, "Bremen," since it was reported over Kingstown and Dublin at 5.15 o'clock, which is 12.15 New York time. It was assumed that the "Bremen" had passed over Valencia on the west coast of Ireland where there is one of the biggest radio stations in the British Isles.

HALIFAX, Nova Scotia, Aug. 15.—Weather conditions promise to be unfavorable for the two German airmen who left yesterday in an attempt to make a non-stop flight to the United States. It was hazy here early today off the coast and the Canadian weather bureau forecast rain and colder weather for this afternoon and tonight.

LONDON, Aug. 15.—The Daily Express reports that the Bremen passed over Formby, near Liverpool, this morning. The time is not stated.

The Bremen, one of the German trans-Atlantic planes which left Dessau, Germany, for the American continent at 1.21 p. m. yesterday (Philadelphia time), apparently was still making its way across the Atlantic toward New York, and possibly Chicago at an early hour this (Monday) morning.

The other plane, the Europa, came down at Bremen, at 6 p. m. Sunday (Philadelphia time), after having flown about 200 miles.

At 11 o'clock last night (Philadelphia time) the British Air Ministry confirmed a report that an airplane, supposedly the Bremen, had passed over Wakefield, Yorkshire, about 625 miles from Dessau. It was added that the plane was proceeding satisfactorily, with weather conditions favorable.

A report to the Daily Express an hour later had the Bremen over Formby, not far from Liverpool, but the time of sighting was not given. Formby is about 65 miles further west than Wakefield.

The Europa came down because of engine trouble and in making a precipitate landing broke her undercarriage and propeller. Her pilots, Cornelius Edzard and Johann Resticz, and her passenger, Hubert R. Knickerbocker, an American, were uninjured.

LONDON, Aug. 15 (Monday).—The British Air Ministry early this morning confirmed the report that an airplane supposed to be the "Bremen" passed over Wakefield, Yorkshire, at 1.40 a. m. It is stated that the airplane was going satisfactorily under favorable weather conditions.

BREMEN, Germany, Aug. 14.—After half an hour's flight over the North Sea, motor trouble forced the "Europa" to turn back and make an emergency landing at Bremen. She came down with a crash, smashing her landing gear and snapping her propeller.

The landing was made at 11 p. m. (6.00 p. m., Philadelphia time). Both the "Europa" and "Bremen" were sighted here at 8.10 o'clock to night (3.10 p. m., Philadelphia time) on their westward flight.

The "Europa's" passenger, Hubert R. Knickerbocker, American representative of one of the backers, was prematurely reunited to his wife by this unforeseen landing. Mrs. Knickerbocker, who is an American newspaper woman, was a passenger on the pilot plane which landed at Bremen at 8.30 o'clock.

LONDON, Aug. 15.—A dispatch to the Daily Mail from Berlin says that the German trans-Atlantic airplane, "Europa," was obliged to land because of the great weight of the gasoline which she carried.

A dispatch to Reuters from Bremen, however, states that it was engine trouble which forced the "Europa" to turn back hurriedly after thirty minutes' flight over the North Sea and make for land.

The Reuters dispatch adds that owing to the pitching darkness it was difficult to find a landing place until the lights of the Bremen airdrome became visible. The landing was made precipitately. The "Europa" came down with a crash, breaking her landing gear and propeller.

FORTY-FIVE DRIVERS
GET LICENSES REVOKED

Intoxication and Recklessness
Given as Main
Causes

OTHER STATE NEWS

HARRISBURG, Pa., Aug. 15 (I.N.S.)—Intoxication and reckless driving continued to lead all other causes for revocation of automobile operators' licenses in the list issued today by the State Department of Highways.

Out of the total of 45 revocations announced, seventeen were caused by intoxication and 18 by reckless driving.

Six more names were added to the prohibitory list. Four of them were because of intoxication.

Included in the revocations for intoxication were Charles H. Coast, of Beaver Falls, and Albert Bennett, Chester.

Charles E. Rigby, New Castle, and S. G. Megargee, Scranton, were included in the list of those who lost licenses because of reckless driving.

The license of James Webster, Ellwood City, was revoked for permitting an intoxicated person to operate his car.

SCRANTON, Pa., Aug. 15 (I. N. S.)—Fifty motormen and conductors employed by the Scranton Railway Company are to be dropped from the service, because of the advent of one man street cars here.

This reduction at present affects only city street car lines at present, but by fall a decrease in working forces on Carbondale lines of the company is expected.

HARRISBURG, Pa., Aug. 15 (I.N.S.)—Uniform types of warning signals at all railroad grade crossings will be adopted under plans on which the Public Service Commission today is working. The commission announced it is prepared to go ahead at once with standardization work.

The Department of Highways and the various railroads of the state have promised to co-operate in speeding the work as much as possible.

The warning adopted will be an alternating flashing red light signal and will be actuated by movement of trains, a constantly flashing light will be placed on the highways in advance of crossings that are hid from view.

Railway companies affected will be instructed to install and maintain the signals. The Department of Highways will pay one half the cost of installation.

Because of the widely varying conditions existing at the approaches of the crossings affected additional warning lights may be ordered under some conditions.

The work of standardization will be under the direction of John Doherty, chief of the Bureau of Accidents of the Commission.

BEAVER, Pa., Aug. 15 (I.N.S.)—Hiking has become such a fad among the female sex that there are now hundreds of hikers, from every state in the union. Girls who haven't enough money to satisfy their desire for travel in the regular way put on overalls or soldiers khaki and start walking.

Miss Mildred Zubali, 20, of Beaver, is the champion girl hiker of Western Pennsylvania, having covered nearly 10,000 miles in seven months. She started from her home last October and returned in April after visiting Los Angeles, San Francisco, Miami and many other cities.

Miss Zubali traveled alone until she met Hester Stout, another "hobo," in a freight car. Together, dressed in soldier suits, they had many exciting adventures and met many girl hoboes—"hundred of them," she said.

This Beaver girl met a new kind of hobo—a pair of "em, in fact. Dressed in overalls, a dog following them and carrying 50 small bundles, the two newbies were seeing the country on foot that they were not able to view otherwise for lack of funds. This unique honeymoon was to last four months after which they were to settle down.

Miss Zubali is resting now but says she will soon start again for the wide open spaces.

NEW CASTLE, Pa., Aug. 15 (I.N.S.)—A rare Chinese automobile license plate seldom seen in the United States was observed on a machine by Mrs. George W. Patton when she was on her way to McKeesport recently.

The license plate was yellow with black letters spelling China. On the left hand side was the year 1927 and on the right hand side were Chinese characters.

The machine also carried a state license plate, Mrs. Patton asserted.

Country Fair To Be
Given Here Tonight

The country fair given by members of the Harriman M. E. Sunday School will be repeated tonight owing to rain on Saturday evening, which greatly interfered with the program.

There will be ice cream on sale, also soft drinks, hot dogs, fancy work, candy and groceries.

LATE NEWS

BOSTON, Mass., Aug. 15.—Nicola Sacco today broke his hunger strike. The world-famous prisoner had been without food for 29 days. He drank nearly a quart of beef tea when informed by a prison physician that forcible feeding would be necessary. Mrs. Rose Sacco, the prisoner's faithful wife, begged her husband to take nourishment. "If I have to be fed by force I will take something to eat," said Sacco. Liquid food was then brought in.

NEARLY FORTY YEARS ON
RAILROAD; ONLY 1 WRECK

Reuben Pedrick, Beaver Street,
Enjoying Rest After
Much Activity

RETIRED SINCE APRIL, '25

Since the first day of April, 1925, Reuben Pedrick, of 621 Beaver street, has been enjoying a period of rest, after serving as a brakeman on the Pennsylvania Railroad for 39 years, 10 months and two weeks.

At the age of 26 years Mr. Pedrick commenced his employment with the railroad system in the capacity of freight brakeman. In this line of work he traversed the New York Division from the Mantcha freight yards at West Philadelphia to Jersey City.

Then during March of the following year, 1886, the Bristolian was transferred to passenger train service, acting as a brakeman. From that time until April of 1925 when his active service ceased, Mr. Pedrick performed the tasks of brakeman on the passenger cars. These runs were also between Philadelphia and Jersey City.

In speaking of accidents he said: "I was only in one wreck, and that was a small one." On that occasion a train traveling in the same direction as the one on which Mr. Pedrick was employed, struck the latter in the rear. No one was injured, and the damage was slight. The accident occurred because of a mix-up in the engineer's instructions.

When he first commenced work for the Pennsylvania company no regular hours were adhered to, sometimes 24 hours passing before he was released from duty. But during the latter years of his service the length of time worked in one day was between 10 and 15 hours, the time varying. The schedules for working hours for each employee changed frequently and made it necessary for the Beaver street man to work sometimes during the day and often at night.

"There are not so many more trains today than there were when I first began my career," said Mr. Pedrick, "but the accommodations on the day, parlor and dining coaches and sleepers today are more numerous, and a great improvement over the old coaches." Comfort of the passengers is given more strict attention now than in the years around 1885.

Because of his continued, faithful service, Mr. Pedrick's name was placed on the pension roll in the spring of 1925, but he is still considered an employee of the company.

Hulmeville

Those who will be in charge of the booths at the bazaar to be given by the Epworth League of the M. E. Church Friday night on the church lawn are here listed with their aides: Ice cream and soft drinks, Horace Cox and Harold Haefner; fancy work, Misses Erda M. Schatt and Winnifred A. Dicken; hot dogs, Misses Margaret Perry and Helen Bilger; fish pond, Ernest Dicken; home-made cakes and home-made candy, Misses Marion E. Peck and Elizabeth Foster. The affair will commence at 7.45 o'clock, and the patronage of the public is solicited.

Samuel J. Hlick spent the week-end at Ocean Grove, N. J., where he joined Mrs. Hlick who has been spending several days at the resort.

Do You Know That--

the first producing oil well in America was drilled between Titusville and Pleasantville, Crawford County? It was known as the Drake Well.

These facts bearing upon Pennsylvania roads and scenery are made public through the courtesy of the Pennsylvania Motor Federation.

TENSION LESSENS
AS LAROCHELLE
LEAVES BUCKS CO.

Taken to New Bedford, Mass.,
Under Heavy Guard On
Saturday

FEARED MORE TROUBLE

Several Others Are Under
Indictment With Him
For Robberies

Tension, high at the Bucks County jail for several days, lessened appreciably on Saturday with the departure under guard of Stephen Larochelle, Jr., for New Bedford, Mass., and the thwarting of an "inside plot" to free the prisoner. On Thursday, jail officials learned of the escape plot, in which a woman is said to have been one of the conspirators. Another prisoner, who overheard Larochelle and a cellmate talking over the plans for the escape, is said to have revealed the plans.

Larochelle arrived at New Bedford yesterday in the custody of Captain Raymond Chase and Detective Sergeant John W. Davis. They experienced no trouble with the prisoner after leaving Doylestown.

The prisoner, who said he did not like the idea of going back to Massachusetts to stand trial, is also wanted in Trenton for blowing the safes in several stores. Prosecutor Geraghty, of that city, however, consented that he be turned over first to the New Bedford authorities, lodging a detainer against him.

Sheriff Gwinner and Deputy Sheriff Hunsberger, of Bucks county, accompanied the New Bedford detectives to Norristown, where Judge Knight signed the extradition papers. He was then placed on a train for the New England city.

For a time it was feared that a number of Philadelphia gangsters, with whom Larochelle associated, would attempt to rescue him from the jail, as many were seen to visit the institution. An unknown man telephoned to the institution and said he was a Trenton lawyer, but he failed to show up at the prison.

A heavy patrol of State policemen outside the jail caused rumors of a riot inside the prison, but the authorities refused any information about the reason for the extra guards until Larochelle was taken from the jail by New Bedford police officials. They were heavily armed and watched the shackled man closely on the way to the railroad station.

Larochelle, who escaped from a Massachusetts prison camp at Rutland, in 1926, is wanted in New Bedford as a principal in a \$1,500 robbery, at a drug store, and an attempted safe cracking in a department store, June 5.

Under indictment with him are his sister, Mrs. Letitia Wilcox, and his wife, Mrs. Estelle Langley Larochelle. Three others also are implicated, including Larochelle's father, who is accused of harboring the safe robbers.

Larochelle and James L. Neese, 19, Columbus, Ga., who is awaiting trial on a robbery charge, enlisted the aid of outsiders, including the women, and planned to beat two guards, steal the keys and make a dash for liberty in a motor car waiting a block from the jail.

They arranged that on the stroke of 10 a. m., Tuesday, one confederate was to call the jail on the telephone and another was to ring the bell at the gate. With two of the four guards thus occupied answering the calls, Larochelle and Neese planned to attack the other two guards, take their keys and break through the gate to the car.

Palzer Released On Bail
After Hearing By Justice

DOYLESTOWN, Aug. 15.—George Palzer, 32, of 1012 Wallace street, Philadelphia, was arraigned before Justice Irvin M. James and held for a further hearing to take place after Coroner John J. Sweeney, M. D., of Doylestown, conducts an inquest in the death of George White, 21, a boarder at the Palzer home.

White was killed on Wednesday afternoon on the Feasterville and Churchville pike while riding in the Palzer automobile when it sideswiped a car driven by Mrs. Samuel B. Cary, Newtown.

Justice James fixed bail at \$2,000 at the direction of District Attorney Arthur M. Eastburn. Bail was furnished by a Doylestown business man and Palzer was released. He is charged with involuntary manslaughter and operating an automobile while under the influence of intoxicating liquor.

South Langhorne

Residents of South Langhorne may now have the Courier delivered to them same day of publication by communicating with either the Courier office in Bristol, phone 156, or notifying Warren Bilger, Durham Road, phone Langhorne 68-W.

Sues His Employer For
Defamation of Character

DOYLESTOWN, Aug. 15.—Two damage suits for \$10,000 apiece were started in the Court of Common Pleas by two plaintiffs against Mrs. Emily D. Wilson, of New Britain township, wife of a Philadelphia minister. The suits were filed by John L. DuBois, of this place, attorney for the plaintiffs, Charles K. Kilmer and Katharine Spangler, of New Britain township.

Charles Kilmer is a farm manager for Mrs. Emily D. Wilson and Katharine Spangler is a housekeeper. In the statement of claim filed by Charles K. Kilmer against Emily D. Wilson, it is averred that Mrs. Wilson "contrived to deprive him of his good name, fame, credit and reputation, by bringing him into scandal and disrepute among his neighbors and by bringing into disrepute the good and fair name of his beloved mother, on June 17, 1927." Damages to the extent of \$10,000 is asked from Mrs. Wilson.

It is alleged that slanderous statements were also made by Mrs. Wilson against Katharine Spangler, and a separate suit in this case asks damages to the extent of \$10,000 from Mrs. Wilson.

UMPIRE HIT BY BALL
IS NOW IMPROVING

Joseph Riola Has Suffered
Much Since The
Accident

STRUCK BY A FOUL-TIP

An accident of a peculiar nature which occurred during the course of one of the Twilight League baseball games, Friday evening, nearly resulted in a fatality to the umpire.

Joseph Riola, 218 Otter street, who was acting as umpire on St. Ann's Field, had taken his stand behind the catcher. A ball pitched by William K. Fine, a Bristol moundsman, was struck at by the batter. The attempt resulted in a foul-tip, and the ball struck Riola on the neck just above the windpipe.

Great difficulty was experienced in breathing by the Fourth Ward man who is 28 years old. Some of those near at hand immediately placed him in a machine and drove to the Harriman Hospital. Quick work of a doctor and nurses was needed, as Riola was suffering greatly in his effort to both breathe and swallow. After working over the patient for some time he became easier and later returned to his home.

However, his condition became worse again at about one o'clock during the night, and a hasty trip was again made to the hospital. This time he suffered a spasm, and it was some time before he was able to proceed to his home. A change for the better was first noted on Saturday night and since that time he had been steadily growing better.

It is thought that Riola suffered paralysis of the nerve that controls the vocal chords.

Bristol Man Boosts
Morrisville, Says Paper

Following editorial is taken from the current issue of the Morrisville Herald. It is written about Elmer Harvison, of Bristol, and reads as follows:

"The men who really boost a town do not always receive the proper credit. Just now Elmer Harvison is doing more to boost Morrisville's fame than Thomas B. Stockham is doing. And everybody—even political enemies—must admit that Mayor Stockham has been a consistent, devoted, faithful booster for his home town, in season and out. But Trolley Superintendent Harvison has done more the past fortnight through complacent approval of some painted designs than the Mayor could hope to do if he painted his Buick and Cadillac all the colors of the rainbow. And Superintendent Harvison doesn't even reside in Morrisville, but gravitated from Tullytown to Bristol—neither of which towns lay awake night worrying over the boom that belongs to Morrisville.

As a master stroke of publicity—as a means of standing Morrisville's street cars right out in the glare of the sun—as a national institution—and even as a means of awakening Trenton, the painting designs used on the cars operated over the Trenton Branch of the Morrisville Street Railway have accomplished their purpose.

A lady from Los Angeles told the Herald man the other day—while her car stood on Bridge Street—that the Grand Canyon and the Morrisville street cars were the two brightest spots on the whole trip from the Pacific Coast. She took a copy of the Morrisville Herald along to show the folks at home, when she should tell them her experiences.

Superintendent Harvison has put life into folks who feared they were going into senile debility, he has put Morrisville's name into every newspaper for miles around, he has literally scared the stuffin' out of the hard boiled taxi-drivers from New York as they pass through town.

Hats off to this quiet, unassuming, but mighty energetic man who knows a thing or two about advertising a trolley road—and a town!

WILLIAM E. DODDS
DIES SUDDENLY
ABOARD A VESSEL

Sixth Ward Councilman Is
Fatally Stricken While On
Trip for His Health

MESSAGE IS SENT HERE

Burial Will Be Made in Water-
town, Wisconsin, on
Wednesday

Word was received in Bristol yesterday of the death of William E. Dodds, of Bristol, aboard the steamship Juniata, near Soo, Michigan.

According to the telegram which was sent by the commander of the vessel Mr. Dodds died suddenly yesterday at noon aboard the boat. He wore a Masonic emblem at the time and the telegram from the Juniata's commandery was sent to "Bristol Commandery." There being no commandery here the message was given to William H. Fine and he in turn got into touch with Thomas Scott.

A message was at once dispatched to the son of the deceased, John Dodds, who lives in a suburb of Milwaukee.

The deceased had resided here for several years and had a number of friends who mourn his death. He had a pleasing personality and first came to Bristol as the general manager of the Standard Cast Iron Pipe & Foundry Company, a new industry which located along the Delaware River and which developed what was known as Foundry Town. Previous to coming to Bristol Mr. Dodds had been connected with the Reading Coal & Iron Company at Reading.

Mr. Dodds managed the Standard Cast Iron Pipe & Foundry Company here for a number of years. During the war he acted as the representative for the board of directors of the company and disposed of the plant to the Emergency Fleet Corporation and the entire plant was given over to the government for a shipbuilding plant, later taken over by the Harriman interests.

Mr. Dodds was a member of Bristol Borough Council from the Sixth Ward and took an active interest in the progress of the municipality. He was re-elected to Council in November, 1923, for a four year term and was still serving at the time of his death.

The wife of the deceased died last February and since her demise Mr. Dodds had not enjoyed the best of health. He had traveled considerably and just previous to his last voyage had told friends here that he was going up into the woods and stay until he wore his welcome out.

The only survivor is his son. According to word received the funeral will be held at the undertaking parlors of Phil J. Weiss, 315 Farwell avenue, Milwaukee, on Wednesday. Burial will be made at Watertown, Wisconsin.

The body was transferred from the S. S. Juniata to the S. S. Marie, and taken back to Milwaukee.

TWILIGHT BASEBALL LEAGUE

Official Standing of the Clubs			
	Won	Lost	%
Field Club	8	1	.889
K. of C.	4	2	.667
Keystone	6	3	.667
St. Ann's	6	3	.667
Third Ward	3	5	.375
A. O. H.	1	7	.143
Leedom's	1	8	.125

Schedule for This Week

Tonight—St. Ann's Field: K. of C. vs. Field Club.
Tuesday—Sullivan's Field: Keystone vs. Third Ward.
St. Ann's Field: St. Ann's vs. A. O. H.
Thursday—Sullivan's Field: Third Ward vs. A. O. H.
Leedom's Field: Keystone vs. Leedom's.
Friday—St. Ann's Field: St. Ann's vs. K. of C.

Death of Judge Gary Kept
Secret for Seven Hours

NEW YORK, Aug. 15.—Elbert A. Gary, chairman of the United States Steel Corporation died at his home here at four o'clock this morning.

A noted figure in the American steel industry for the last generation, Judge Gary had been ill at his home for the last six weeks. His illness, screened in secrecy, was reported to be due to a digestive disturbance. He was 80 years old.

Judge Gary's death was kept from the public for seven hours. The first intimation that the famous steel magnate had died, came in the falling off in the stock exchange of the United States Steel. The news that Judge Gary's condition had taken a sudden turn for the worse, flew through the market. At the home and office of Judge Gary, a definite statement as to his condition was evaded by the Judge's representative.

MEETING POSTPONED

The regular monthly meeting of the W. C. T. U. scheduled to be held tomorrow evening, August 16, has been postponed until August 23, 1927.

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MONDAY, AUGUST 15, 1927

OPPOSED BY THE PEOPLE

Delegates to the recent convention of the National Education Association acted inconsistently, it seems, when they adopted resolutions, one favoring centralization of school administration under a separate federal department and another urging more personal supervision over the child in the public schools.

The one recommendation is based on the thought that centralized long-distance supervision of schools is the need of the country, while the other is based on the thought that supervision of the child should be more direct and personal. Obviously, two contradictory conclusions.

Creation of a federal department of education with a secretary sitting in the president's cabinet would provide jobs for thousands of politico-educators, but would it make the nation's educational system more efficient? The American people, alarmed by the bureaucratic trend in Washington, want fewer, not more, bureaus and will oppose the creation of another unless they are shown conclusively that it will accomplish more than raising taxes.

Because schools in some states have benefited from development of highly active state departments, it does not follow that the school child and national welfare would benefit from centralization of the duties and powers of the state departments in one national department at Washington.

Defenders of state rights and advocates of a reversal of the bureaucratic trend will never be won to the side that has recruited the support of the National Education Association, and the failure of congress to pass the Curtis-Reed bill creating the proposed department would indicate the voting public is not enthusiastic over this panacea. Congress seldom requires more than one session to pass a bill that offers so many "plums."

TESTING YOUR TEMPERAMENT

You have a temperament. Everybody has. Old-fashioned folk would call it your disposition. But science is following a more modern style. So you might as well get in line and acknowledge that you, too, are carrying a temperament concealed somewhere about your person.

Very well, then, how about getting acquainted with your temperament? It is the child of your moods and the grandchild of your emotions. Want to test it out? If you can stand living with yourself, do this for a month:

When you get up every morning, scowl at yourself in the mirror. At the end of the month, say psychologists, your facial map will resemble a sector of no man's land in rainy weather.

Then start smiling at what you see in the mirror on the thirty-first day. You will perk up wonderfully. Friends will marvel at the change that's come over you. And your digestion will be better.

But don't keep up the morning smile too persistently. It may degenerate into a simper. Having let your temperament go to both extremes, take control and regulate it. Let the balance hang just a trifle on the side of the smile, and you will be joyous without becoming chronically sanguine.

A love match is one where neither side strikes.

We can't have universal peace and cigar ashes on rugs.

Echoes of the Past

Items of Interest as
Gleaned from old files of
Bucks County Newspapers

A thirty-five-year-old publication of the Enterprise of July 30, 1892, devoted considerable space to an account of a summer cyclone that passed over the lower end of Bucks County about noon on Monday, July 25, and proved to be one of the most disastrous that had visited this section for many years.

The storm was marked by the loud thunder and vivid lightning that followed a strong wind. It was noted for the number of barns burned from being struck by lightning. Newtown seemed to be the center of this terrific storm. Some of the barns burned were: One belonging to the estate of Alfred Blaker, deceased, in the upper part of Newtown; barn of Harvey T. Ely, near Krusen's Mill, in Northampton; one on the farm of William F. Ervin's estate, near Dyer's Hotel, Somerton; Zephaniah Force's, on farm at Wildman's Corner, in Middletown; large one on the homestead farm of Dr. Robert Taylor, known as "Franklin Park," in Bensalem township, that of Mrs. J. Harvey, at Dunk's Ferry, near Cornwells; one on farm of Alexander McMaster, 1½ miles from New Hope; barn of Samuel Headley, near Penn Valley, and that of Charles Satterthwaite, near Fallsington; hay house of John Roache, near Ewing Church, in New Jersey. Many trees were uprooted or broken off. The young apple orchard on the farm of John Buckman, in Middletown township, was almost totally destroyed. The new dwelling of David J. McClanahan, on Lincoln avenue, Newtown, was struck by lightning and badly damaged. The house on the farm of Peter Beisel, on the Buck Road, was considerably damaged by lightning. Many large pine trees in the yard of Jonathan Gilliam, near Wildman's Corner, were either uprooted or twisted off. A tall kitchen chimney was also blown over, and came down through the roof of the kitchen, breaking several rafters. Between 30 and 40 trees were blown down on the Pulling Mill farm. Grain stacks at various places were blown over. A long list of the trees and buildings wrecked by the storm is to be found in the issue of the Enterprise under consideration.

C. C. VanHorn, late of Bucks county, was then keeper of the United States Hotel, on Warren street, Trenton.

Morris Keller and Harry W. Johnson, of Hulmeville, had started a mattress factory in that borough. The creamery building was used for the purpose.

The barn of James Brogan, in Bristol, was burned one day the previous week, and his horse shared the fate of the building.

The big barn on the farm of Dr. J. H. Schenck, at Bridgewater, was burned on Sunday afternoon, it was thought, from spontaneous combustion in the new hay recently put in. Three valuable horses, a mule and a Holstein bull were also burned. The Bristol Fire Company saved the surrounding buildings.

Philip Slack, near Yardley, was severely injured in Trenton, on Tuesday. He was working in a sewer when a portion of the ground caved in.

The Langhorne Geology Class, with Horace G. Woodman, as instructor, spent Saturday on Buckingham Mountain, in the vicinity of the Wolf Rocks.

The Enterprise dated August 6, 1892, states that electrical disturbances were responsible for seven more fires. A hay house on the farm of Benjamin Briggs, near Tullytown, was struck by lightning and burned. While it was burning a barn on another part of the farm was struck and burned. Both buildings were filled with hay and grain, insured in the Bucks County Mutual Company. The house of John G. Shull, near Penn Valley, was struck by lightning on Friday night, also William Brown's house nearby, but both were only slightly damaged. A large tree on Turkey Hill on John C. Carter's farm was struck Saturday afternoon. The barn of Mrs. Elizabeth Gethen, at Westville, N. J., was burned during the storm of the previous Friday.

day night. The large barn of Henry Rickert, west of Dublin, in Hilltown, was destroyed by an electric bolt the same evening. Crops and machinery lost. The dwelling house of John Schmitzer, near Yardley, adjoining Edward N. Ely's, was struck and burned. The family had retired for the night and were aroused by the smell of smoke. Much of the furniture was saved. Frank White's barn, near Eureka, was struck and burned, with horses and cows and crops. The barn of Alexander McMaster, near New Hope, was destroyed by the same element.

On Sunday, July 17, the family of John C. Hibbs, of Newtown, went down to Emille on a visit to Lewis Cox. At dinner all ate heartily of cheese, purchased of a Bristol storekeeper. In the afternoon two of Cox's children and four of Hibbs' grew very sick, when the services of Dr. Richards were enlisted. All soon recovered. It was thought to have been a case of poisoning.

NEWPORTVILLE

The Boy Scouts of Philadelphia are camping along the creek this week-end.

Miss Marion Brown is spending the week-end in Philadelphia with friends. Mr. and Mrs. William Coulter and children spent Friday evening at the home of Mr. and Mrs. C. N. Ingraham.

Hulmeville

Mr. and Mrs. Frank Schantzenbach, of Trenton, N. J., are the proud parents of a daughter, born Sunday morning. Mrs. Schantzenbach will be remembered as Miss Eva M. Williams, formerly of Hulmeville.

On Saturday afternoon on the Hulmeville diamond the Manayunk team was defeated by the Hulmeville nine. The score was 8 to 0.

Mrs. Orville Johnson and sons, Warren and Woodward, of Bangor, Pa., are guests at the home of Mrs. Johnson's mother, Mrs. Helen Illick.

The Rev. Walter H. Canon, pastor of the M. E. Church, left today for Ventnor, N. J., where he will pass two weeks as the guest of his sister, Mrs. R. C. Buckwater.

The Misses Dorothy and Winnifred Dicken, of Main street, will be hostesses to the "Peppy Pals" sewing class at their home tomorrow evening.

SOUTH LANGHORNE

The sum of \$59 was realized at the bake sale conducted by the South Langhorne Girl Scout troop here Saturday afternoon.

In the arrangement of a list of those who were guests at a surprise party tendered to Miss Nellie E. Main at Hulmeville last week, the names of two members of the Girl Scout troop of this borough were omitted. The two that should have been included were: Misses Adeline Bucci and May Phillips.

State News

NORRISTOWN, Pa., Aug. 15 (I.N.S.)—What good is a curfew bell if no one pays any attention to it? That's a

A. B. A.

TRAVELERS CHECKS

Issued in bill folds, compact, easy to carry, convenient to use. Safer than money, not good until countersigned by the original holder. The safest way to take money with you on your trip.

—Sold By—

Farmers National Bank
OF BUCKS COUNTY
BRISTOL, PA.

HOUSES—

that can be made into HOMES

Two-story brick residences containing six rooms and bath. All newly papered and painted throughout. Conveniences which are to be found in any modern house today—electricity, gas, hot air heater, water. Front porches of ample size and large bay-windows on second floor. A rear yard just big enough to be kept neat and attractive. With the touch of a housewife these dwellings can be made into real homes of comfort. Rents are very moderate. Location is good.

For Information See

SERRILL D. DETLEFSON, Agent
Bristol Courier Office, Beaver and Garden Sts.
Apartments and Stores for Rent — Phone 156

question authorities here are asking themselves, while a movement is on foot to discontinue the bell, which has been ringing for eight years at 9:15 o'clock each night.

The bell is meant to warn children to hurry to their homes, but neither children nor authorities are visibly impressed by it. There has never been an arrest under the curfew regulations.

PHILADELPHIA, Aug. 15 (I.N.S.)—The first horse racing meet to be held in this vicinity this year is scheduled at West Chester on September 13, in connection with the West Chester Fair.



Copyright 1927, Warner Bros. Pictures, Inc.
"IRISH HEARTS," with May McAvoy, is a Warner Bros. pictureization of this novel.

SYNOPSIS

Emmett Murlough, a youth of Kilmannul, a village on the west coast of Ireland, goes to America after winning the pledge of Sheila, daughter of Old Tom Kildare, to join him there. Emmett flirts dangerously with Annie Finnegan, whose father thrashes him as he departs. Old Tom Kildare believes in the youth and after receiving letters from him sells his farm and announces to Sheila that they are to sail for New York.

CHAPTER III—Continued

True, he bid a five pound note so that he could entertain his fellows at the inn during the days that waited before the leave-taking, for Old Tom liked to brag, and for a whole decade there had been precious little the old man could boast about!

The news that Kildare and his daughter were going to America spread over the countryside, and the cottage was overrun during the day and early night with curious but kindly neighbors, who called to wish Sheila good luck. They, too, had had their dreams of the land beyond the horizon in their youth, but age and the responsibilities of family and farm had overshadowed their inspirations. Now they talked of when they wanted to take that step, and even Sheila began to look forward to the adventure with a brighter eye. It would be something to see that wonderful



He pointed out to Sheila the Woolworth Tower and other skyscrapers.

country, but she still wished that it had not been necessary to sell the Kildare cottage and farm. She would have liked to think that there was home and to this she might always return.

Sheila hardly knew what she wished to pack to take with her. There were so many knick-knacks about the cottage. She had not realized how wealthy in these prized household goods the Kildares had been. A seaman's chest which was a heritage from Grandfather Kildare, was filled to the brim by Sheila with these beloved articles which would invest their new abode with the homelike atmosphere of Kilmannul. A small trunk and two bags containing the personal belongings of her father and herself completed the baggage for the great adventure.

No less a personage than the Squire himself drove them to Knockbotherum and saw them safely to the train for Queenstown. All of Kilmannul gathered to see them off and waved and shouted good luck until the Squire's fast horses drew them out of sight and out of range of the kindly voices they had known all their lives.

Seaside passage is no longer the trial and hardship that it was years ago. The modern steamships care for their third class passengers with every comfort, and to Sheila, whose life had been spent in the little coast village, the accommodations were marvellous. Her heart was gay with wonderment at it all, and one of the stewards from her native land managed to take her to the upper deck one evening and let her see the lavish appointments of the huge floating hostelry. In her own quarters she made friends and was ever ready to care for a crying baby and relieve the tired mother or to help some old grandmother who would confide that she had been sent for by her good son who was now a "big man in America."

Seven days later they landed, and Emmett Murlough was on hand to help them through the formalities at Ellis Island, and when they were over he pointed out to Sheila the Woolworth Tower and other skyscrapers as they crossed to Manhattan on the ferry. All was wonderment to the girl, and in her excitement she turned to Emmett a

friendly attitude that gave her hope that his misadventure in Kilmannul had been forgotten and forgiven.

Emmett plucked himself at the Battery and engaged a taxicab, drove Old Tom and Sheila to the flat he had rented for them. He drove up Broadway from the Battery to the street in the Fifties between Ninth and Tenth avenues, amazed, astounded and silenced. It was all so big, so tremendous, so over-powering. The shrill auto horns pierced her ears, and the noise of the city, that ceaseless, endless roar comprised of thousands of sounds, sounds that cannot be identified, overwhelmed her. The fear that she had felt that first night when Old Tom had announced that he had sold the Kildare farm clutched at her heart. She felt small and impotent. How could she contend with all these strange and new complexities? She wondered how she ever could nerve herself to take her place among those thousands and thousands of men and women who filled the sidewalks from curb to building. How ever could she find her way about among these hundreds of streets, all of which began to look alike, with no familiar landmarks to guide her? Sheila Kildare was frightened.

The flat Emmett had selected was three flights up and in the rear. There were three rooms, a living and dining room combined, a bedroom, a kitchen and a bath. There were electric lights and a gas cooking range. The windows looked out on the rear of other tenements and clotheslines which were strung from fire-escape to fire-escape were filled with family laundry. The rooms were furnished, no one article new, yet none was old enough to complain about. Whatever criticism Sheila might have had, however, was forgotten in her delight over the running water and the manipulation of the cooking gas and the electric lights.

Emmett had filled the pantry and the ice box with foodstuffs, and Sheila soon was busily engaged in preparing supper. Emmett remained in the kitchen, eager to help and to show her how to use the range, but frying pans are for frying pans the world over, and when Sheila had learned the trick of lighting and turning off the new fuel he was dismissed and told to keep himself in readiness for a supper cooked by a real Kilmannul cook!

Old Tom was eager to hear of Emmett's adventures, and, with pipes lighted and each warmed by a bit from the bottle which Emmett had provided, they settled down to exchange gossip.

"Sure an' ye've made good fast, Emmett, my boy."

"Well, 'tis not such a grand job I've got the now, but 'tis working for me city I am, 'tis jobs are hard to get, I can tell you."

"An' what do ye do?"

"I'm in the Department of Streets."

"It must be a fine job," speculated Old Tom.

"It pays me three an' a half dollars the day, an' that's near a pound in English money."

"Almost a pound a day! Hear to that now, Sheila! An' Emmett is earning nearly a pound a day already."

"That is wonderful, Emmett," congratulated Sheila from the door to the kitchen, her face flushed with her cooking.

"Oh, that's nothing to what it will be. There's a grand chance in working for the city. I'll be contractor some day an' 'tis easy riches I'll be gathering then."

"An' just what do ye do?" persisted Old Tom.

"Sure, I keep the streets clean! I'm attached to one of the biggest trucks in the department now, an' soon 'till be that I'll be driving my own truck at a driver's wage, an' 'tis plenty of money, I can tell ye, what with only eight hours the day."

"Many's the day I've worked from sun-up to sun-down in Kilmannul," commented Old Tom.

"'Tis an eight hour day they have in America. A man gets a chance to be something here."

Old Tom told of the marriage of Annie Finnegan to John Gormley, the blacksmith beyond Knockbotherum and of the births and the deaths in Kilmannul and all the gossip of the countryside. Emmett grew silent as the old man talked, bringing scenes of the lovely hills and the family homes and people into the drab little room in a New York tenement flat. The boasts that were in him died on his tongue and he welcomed the interruption when Sheila called them to supper.

It was a merry meal, with Sheila gay and excited over the voyage and her new home. Old Tom questioning Emmett about the chances for getting into politics, and Emmett painting in gaudy colors New York and the future for them all, and Sheila secretly clasped the good luck locket beneath her waist and vowed that her "singing heart" would guide her to happiness in this great and new world.
(To be continued)

YORK, Pa., Aug. 15 (I.N.S.)—Because he was anxious to greet his wife on her return from a trip, W. M. Eisenhart, policeman, is nursing a self-inflicted bullet wound in his leg.

Eisenhart was holding the revolver when his wife entered the house, and in his rush to greet her he dropped the gun, which was discharged.

The Bristol man who bought the canary bird for a song didn't get the

bargain he thought he did. The bird wouldn't sing.

You seldom hear a man brag about what a good boy he was.

Take no offense at a joke. If one throws salt at you it won't hurt unless you have a sore place.

How different a silk stocking looks when it is not in use!

7-1665 Phones 7-1665
BARBOUR BROS.
Trenton, N. J.
BEAMS ANGLES CHANNELS
REINFORCING RODS
Cellar Doors Iron & Steel Bars

"Nothing Else But"—
THE BEST FLAVOR, MILK,
AND MALTED MILK
are used in our
Malted Milk Shakes
Try 'Em -- 10c
417 MILL STREET
Opposite American Stores

\$2.10 Round Trip
ASBURY PARK
LONG BRANCH, OCEAN GROVE,
BELMAR, SPRING LAKE,
SEA GIRT, MANASQUAN
WEDNESDAYS
AUGUST 17, 24, 31
Special Train (Daylight) Saving Time
Leave Frankford 7:29 A. M.
Bristol 7:49 A. M.
Returning, leaves Long Branch 6:10 P. M. making same stops as on going trip.
Pennsylvania Railroad

BOROUGH AND SCHOOL TAXES FOR 1927

Notice is hereby given that Borough and School taxes for the year 1927 are due and payable to my office, No. 210 Radcliffe street, Bristol, Bucks County, Pa., between the hours of 9 and 12 A. M. and 1:30 and 4 P. M., on all business days. In addition to above hours, Taxes will be received from August 24th to 31st, inclusive, at night from 7 to 9 o'clock (Daylight Saving Time).

On all Borough Tax for General Purposes paid on or before August 31st, 1927, A REBATE OF FIVE PER CENT WILL BE ALLOWED.

On and after September 1st, FIVE PER CENT PENALTY WILL BE ADDED THERETO, together with the costs allowed by law.

All school tax will be received flat (without any discount), up to and including the 30th day of September, 1927, after which date FIVE PER CENT WILL BE ADDED THERETO and collected in accordance with the Act of Assembly approved May 18th, 1911.

No tax received at night before August 24th, 1927.

FRED I. KRAFT,
Tax Collector.

NOTICE

THE BRISTOL TRUST COMPANY will open a Vacation and Tax Club Tuesday, September Sixth, Nineteen Hundred and Twenty-Seven.

This Club will run forty weeks and checks will be mailed the first part of June—just in time for your Vacation or your Taxes.

Payments 50c, \$1, \$2, \$5 or more per week

NO CHARGE TO JOIN—EVERYBODY WELCOME

The Bristol Trust Co.

BUSINESS DIRECTORY

The Business People Advertising in These Columns Are Just as Far Away from You as Your Telephone

BOOST BRISTOL BY BUYING IN BRISTOL

CHIROPRACTOR

Dr. Walter H. Smith
Licensed Chiropractor
321 Mill Street Telephone 480

CHIROPRACTOR

William H. Moyer, D. C.
Palmer Graduate
2nd Floor, Weldemer Hotel
Phone 561 409 Mill Street

CHIROPDIST

Evening Hours
Bristol 350-M
Dr. Jos. J. Knable
FOOT SPECIALIST
Home Appointments

FUNERAL DIRECTOR

Harvey S. Rue Estate
Funeral Service
825 Mill St., Bristol Phone 71

FOR SALE

BRICK, STONE and LUMBER
For Construction, On
LANDRETH'S FARM
Phone 238-J-4 JOHN SILVI

MATRIMONIAL

Get your Marriage License from
SQUIRE WALMSLEY
Ceremony Quickly Performed
Sensible People Come Here
Cedar Avenue Croydon, Pa.
Phone 266-J-2

PAPERHANGING

J. T. HINCHLIFFE
Newport and Bridge Roads
Newportville Terrace
Phone Hulmeville 16-R-7
P. O. Add.: R. F. D. No. 2, Bristol

PIANO INSTRUCTION

LOUISE C. CORNELL
Teacher of Piano
519 Bath Street, Bristol, Pa.
Phone 343-W

LOCALS

EVENTS FOR TONIGHT

Country fair at Harriman M. E. Church, Wilson avenue and Harrison street.

Meeting of Mohican Tribe No. 127, I. O. R. M.

Meeting of Bristol Baptist Brotherhood.

Meeting of Sons of Veterans Auxiliary.

—Miss Clara Ratcliffe, of Camden, N. J., was the week-end guest of Miss Gladys Bell, 831 Jefferson avenue.

—Messrs. Daniel Spangler, Sr., of 346 Jefferson avenue; William Spangler, Monroe street; and Edward Keating, of 918 Radcliffe street, spent the week-end fishing at Beach Haven, N. J.

—Mrs. Ellis E. Ratcliffe, 342 Jefferson avenue, has been confined to her room for several days with an abscessed tooth.

—Miss Florence Hunt, of Springfield, Pa., week-ended with her cousin, Miss Dorothy Harrison, of 162 Otter street.

—Mr. and Mrs. David Martin and children, of Mattewan, N. J., were the week-end guests of Mrs. Martin's sister, Mrs. John Smith, of 150 Otter street.

—Miss Elizabeth Quicksall, of 200 Otter street, is ill at her home.

—Miss Beatrice Holsnack, of Elizabeth, N. J., was the Friday guest of her grandparents, Mr. and Mrs. Charles Holsnack, of 148 Otter street.

—Mrs. Frank Spezzano, of 331 Jefferson avenue; Miss Emma Petina and Mr. and Mrs. James Di Caro enjoyed the ocean breezes and bathing over the week-end at Seaside, N. J.

—The Daughters of Columbus will give a card party at the Knights of Columbus Home on Friday evening, August 19th.

—Mr. and Mrs. Ralph Downs and son, John, of Port Jervis, N. Y., were the week-end guests of Mr. and Mrs. John Downs, 1007 Radcliffe street. Mrs. John Downs accompanied her son to his home for two weeks' vacation and Mrs. Ralph Downs and son will remain in Bristol for two weeks.

—Mr. and Mrs. Herbert Crowther and daughter, Mrs. Emma Stove, of Doylestown, were recent visitors with Mr. and Mrs. William Priestley, Mulberry street.

—Mr. Lewis Bradway, who has been seriously ill at his home, 340 Jefferson avenue, for the past seven weeks, is slowly convalescing and was allowed down stairs Sunday.

—Mr. and Mrs. Eldredge, of Long Island, N. Y., are the guests of Mrs. Henry Ancker, 916 Radcliffe street.

—Mr. Maurice Webb, of Philadelphia, was the week-end guest of his brother, Dr. H. Doyle Webb, Radcliffe street.

—Mr. and Mrs. Walter Brown and family, of Wilkesburg, Pa., are visiting at the home of Mr. and Mrs. T. C. Clarke, 433 Buckley street.

—A special meeting of the Ladies' Auxiliary of the Harriman Hospital will be held in the auxiliary rooms at the home of Dr. Fox, Radcliffe street, tonight. Every member is requested to be present as the business to be transacted is very important.

—On Thursday afternoon, Mr. and Mrs. Rhodes, of 327 Hayes street, entertained at a party in honor of the seventh birthday anniversary of their daughter, Dorothy. The rooms were tastefully decorated in pink and white and each guest received pink candy.

favours. Many games were enjoyed, and prizes were awarded. Ruth Richardson received the girls' prize in the number game, while the boys' prize was given to Howard Buchanan. Rita Bowers received the prize in the donkey game and William Halpin in hunting candy game. The guests were: Misses Mary Jane and Sarah Roberts, Rita Bowers, Ruth Richardson and Elsie and Evelyn Newman; Messrs. William and Daniel Halpin, Howard Buchanan, John Richardson, Stuart Rhodes and Willard Bowers. Refreshments were served. Little Dorothy received many beautiful gifts.

POLLYANNA

The banker has to be hard-boiled to keep from being soft-soaped out of his depositor's money.

Sign in a tailor shop window:

"The only difference between a 'hot dog' and a 'live dog' is that one wears tights and the other pants. Try our new fall suits."

Uncle Abe says:

Some of these girls that would go out and "neck a lamp post" will get in trouble some day. They're liable to strike a newly painted one.

Sam: "Could you tell me, kind sir, how I can get green paint off my hands?"

Salesman: "Have you tried selling it at a reduced rate?"

"I have only ten minutes and I hardly know where to begin," said the speaker.

"Begin at the ninth minute," suggested a bystander.

The captain, taking inspection, noticed Private Brown had no tooth brush.

"Where's your tooth brush," he demanded.

"Here, sir," said Private Brown, producing a large scrubbing brush.

"You don't mean to tell me you can get that thing into your mouth?" shouted the captain, angrily.

"No, sir," replied Brown, without changing his expression. "I take my teeth out."

Where there is a will some lawyer will find the way.

Joan (romantically): "I think the poets are right, George. It's only in the great open spaces that we find ourselves!"

George: "Well, we're twenty miles from anywhere, the sun's going down

and I've lost the map, so now's your chance!"

A woman will jilt a man and then hate some other woman to her dying day for marrying him.

"Jack's been jilted by a street cleaner's daughter."

"Why doesn't he sewer?"

A Bristol girl has a beau who makes her sick at the stomach, but he's the only one she has and she hates to throw him up.

The barber flatters his customer when he tells him he's usually hard to shave.

Trouble with a small town is it takes so long to wait for the postman.

BUY IN BRISTOL!

YOU OWE SUPPORT TO BRISTOL MERCHANTS AS THEY ENDEAVOR TO MEET YOUR DEMANDS

Their Every Thought Is of You—

When they place orders for stock, In displaying merchandise to best advantage, As they fix the lowest price possible upon articles, While arranging advertisements to meet your gaze.

When the salesmen enter their doors, lists which have been prepared since their last visits, as your wish was expressed from time to time, are waiting for them. The Bristol merchants have learned just what the towns-folk need and ask for, and in their desire to please, make note of the needed goods, showing that

THEY ARE WILLING TO PLEASE

Then, when compared to charges made in nearby towns and even the larger cities, the prices for merchandise are very reasonable. The store-keepers' profits are small, for in listing the prices

THEY DO THEIR PART

Their thoughts are of you as they arrange with taste the goods in their display windows. The choice stock for which their stores are noted is attractively arranged so that prospective customers might readily glimpse a full view of the article, and as they arrange their advertisements from time to time the proprietors endeavor to meet with your approval, so

THE REST IS UP TO YOU

BE LOYAL TO THOSE WHO FORWARD THE INTERESTS OF BRISTOL, AND YOU WILL BE MORE THAN PLEASED

"SHOP IN BRISTOL AND MAKE YOUR DOLLARS DO DOUBLE DUTY"

(This Advertisement Contributed by BRISTOL COURIER to Encourage HOME BUYING)

Classified Advertisements

Advertisements inserted under this heading cost a minimum charge of 25 cents each day, three days 60 cents; more than three consecutive times one-half cent per word, each day, after the second day.

LOST

LARGE HOUND DOG, black and white ticked, with brown head, at or near Maple Beach, July 24. Reward if returned to Mrs. C. Hermann, Maple Beach. Phone Bristol 145-M. 8-11-27

LADY'S BLACK PATENT LEATHER POCKETBOOK, between Eddington and Bristol, Thursday evening. Contained driver's license, railroad pass, money. Return to Mrs. Antone Terreson, 225 Otter street. 8-13-27

LADY'S White Gold WRIST WATCH, between Farragut avenue and Hayes street. Reward if returned to 342 Hayes street. 8-15-27

ICE BOOK between West Circle and Harriman Hospital. Return to Mr. Hubbs, 318 Harrison street. 8-15-27

MISCELLANEOUS

LANDSCAPE CONTRACTOR—Robert P. Mulholland, Nurseryman and tree expert of the International Tree Export Company. Trees, shrubs, evergreens and perennial shrubs. Sodding and grading. General jobbing. All work and shrubs guaranteed. 248 McKinley street, Bristol, Pa. 7-25-24

MONEY TO LOAN on good first mortgages. Quick settlements. Apply to J. Edward Lovett, 568 Bath street. 8-2-27

UNDERTAKER—William I. Murphy, 316 Jefferson avenue, Bristol, Pa. Phone 414. 8-6-27

WANTED

THREE- OR FOUR-ROOM furnished apartment. State rent and location. Address Box K, Courier office. 8-13-27

TABLE BOARDERS. Call at 920 Radcliffe street. 8-15-27

HELP WANTED—MALE

DISTRICT MANAGER. A real proposition with a big future. Pleasant work. No investment. Write Emmons Nursery Co., Newark, New York. 8-15-27

LEGAL

Estate Notice

Estate of Elizabeth Ann Bayliss, late of Bristol Borough, Pa., deceased.

Letters testamentary having been granted to the undersigned, all persons indebted to said estate are notified to make settlements and all having legal claims against same are requested to present them promptly in proper form for settlement to J. FREEMAN BAYLIES, Executor.

HORACE N. DAVIS, GILKESON & JAMES, Attorneys. 7-11, 18, 25, 8-1, 8, 15

FOR SALE

CORD WOOD and firewood. Deliveries made. Joseph P. Canby & Son, Phone Hulmeville 3-R-3. 3-11-27

DWELLING on Jefferson avenue, between Wood and Pond streets. Eight rooms and bath. Good condition. Hot-water heat, tile bath and all conveniences. Large lot. Price \$5,500. Apply to Francis J. Byers, 409 Radcliffe street. 8-1-27

FINE BRICK DWELLING on Radcliffe street. Eight rooms and bath. Heat and all conveniences. Excellent condition. The price of \$5,300 is low for quick sale. Terms can be arranged. Apply to Francis J. Byers, real estate broker. 8-1-27

THREE-PIECE VELOUR LIVING-ROOM SUITE, with junior floor lamp; four-piece bedroom suite with three chairs; two rugs, 9x12; kitchen breakfast set; gray enamel Wincroft three-burner gas range; large porch rocker, baby coach. All in good condition. Call at 338 Jackson street. 8-9-27

DESIRABLE DWELLING in 200 block of Jackson street. Four rooms and bath. Excellent condition. Rent \$26.00. Apply to Francis J. Byers, real estate broker. 8-10-27

CHEVROLET COACH, 1924 model, No. 327733, owned by William Wylie, will be sold for storage at the Royal Garage, 912 Pond street, Friday, September 16th, 1927. 8-11-27

TWO SETS TOLEDO STOCKS and dies, 1" to 2"; two tool boxes and tools; lot of lumber; one store counter. T. Broadbridge, State Road and Oak avenue, Croydon, Pa. 8-13-27

GASOLINE FILLING STATION at Croydon on cement highway, facing railroad station. Must be sold at once at reasonable price. Have a good reason for selling. Apply to Charles LaPolla, 214 Market street, Bristol, Phone 176-W. 8-15-27

FIVE LOTS, on West Circle, \$500. Must be sold at once. Apply to Charles LaPolla, 214 Market street, Phone 176-W. 8-15-27

1927 FIVE-TUBE FRESHMAN RADIO complete, \$50. 331 Jackson street. 8-15-27

1925 STUDEBAKER SEDAN, in excellent condition. Must be seen to be appreciated. C. W. Winter. 8-15-27

FOR RENT

APARTMENT, five rooms and bath. Located above Courier office. Heat furnished. Inquire at Courier office.

FOUR BUNGALOWS on Venice avenue, ten rooms, with garage, hot water heat, all conveniences; dwelling, 938 Beaver street, large roomy house with all conveniences; Store in Colonial Theatre Building. Apply Lester D. Thorne, assignee, The Bristol Trust Company, Bristol, Pa. 6-29-27

ARNOLD APARTMENT 15, Kentucky and Pacific avenues, Atlantic City, N. J. Cheerful rooms. One block from beach. Agnes M. McGinley. 7-5-27

EIGHT-ROOM DWELLING, situated on Main street, Tullytown. Has heat, electricity, bath, and all conveniences. Garage on premises. Rent \$35. Apply to Francis J. Byers, 409 Radcliffe street. Phone 226. 7-23-27

APARTMENTS—On Pond street, at Lafayette. Five rooms, bath, hot-water heat, all conveniences. Rent \$23.00. Apply to Francis J. Byers, real estate broker. 8-10-27

DWELLING in 200 block of Jackson street, Harriman. Four rooms and bath, heat and all conveniences. Excellent condition. Price \$2,800. Easy terms. Apply to Francis J. Byers, 409 Radcliffe street. 8-1-27

DIED

DODDS—Suddenly aboard S. S. Junipata, Soo, Mich., William E. Dodds, of Bristol, Pa. Burial from undertaking establishment of Phillip J. Weiss, 315 Fairwell avenue, Milwaukee, Wis., Wednesday, August 17, 1927. Interment in Watertown, Wis. 8-15-27

ADVERTISE IN THE BRISTOL DAILY COURIER FOR QUICK RESULTS

Riverside Theatre

Radcliffe and Market Streets

Monday and Tuesday

JAMES OLIVER CURWOOD'S

The FLAMING FOREST

A Cosmopolitan Production

LOVE! THRILLS! ADVENTURE!

Curwood is acclaimed as the greatest living writer of outdoor stories. And he has outdone himself—in punchy situations, suspense, charming romance—in this tale of Canada and the Northwest Mounted! With Renee Adoree, star of "The Big Parade," in another notable role!

—With—

ANTONIO MORENO RENEE ADOREE
Directed by REGINALD BARKER

Screen Play by
Waldemar Young

A Metro-Goldwyn-Mayer PICTURE

Universal News and Farce Comedy

SENDS CONDOLENCES TO MISSISSIPPI VICTIMS

From his headquarters in a land torn by revolution, Marshal Chang Tso-lin, leader of the North China troops, has sent to the United States condolences and profound sympathy for victims of the Mississippi flood. His message, sent to the American Minister at Peking and relayed through the State Department to National Red Cross Headquarters in Washington, reads:

"I have been deeply touched by the tragic report of the Mississippi flood which has caused great damages and loss of life in Louisiana. To the victims of this catastrophe I hasten to express to you, and through you to your Government, my profound sympathy."

A similar message was sent by Hsiung Hsi-ling, director of an orphan asylum in Chihli. Said Mr. Hsi-ling: "I am writing to tender you my respectful sympathy. I would greatly appreciate it if you would be good enough to transmit my condolences to your people's organization."

Officials of the Red Cross find these messages "characteristic of the thoughtfulness of the leaders in China who do not forget their American friends even in the midst of warfare and an extremely tense political situation."

Philanthropy is a word seldom associated with pigs; yet from Calhoun County, Illinois, comes a story of a pure bred Poland China sow that has been dedicated to the cause of disaster relief back in the country where tornadoes grow. Periodically, during ten years, this porker has played a role in American Red Cross history.

During the war it was sold three times at auction for the benefit of the local Red Cross Chapter, then raising funds for work "over there." The first two successful bidders at \$50 gave her back to be sold again. Finally Edward Wilkinson, of Hardin, paid \$100 and kept her. One week before the Midwestern tornado of 1925 a litter of eight "Red Cross" pigs was born on the Wilkinson farm which stood directly in the storm's path. When the tornado "hit" Mr. Wilkinson was killed and, of three of his family who were badly injured, one has since died. The sow and four of the piglets survived.

Word now reaches the Red Cross that the Wilkinson family has decided to give all money derived from these pigs or their descendants to the Chapter as a nucleus for a disaster relief reserve.

Moving the town of Columbus, Kentucky, from its present site to a bluff high above the Mississippi flood line, and excavating Melville, Louisiana, from an eight-foot deposit of river sand, are two herculean tasks which the American Red Cross will undertake in its reconstruction program for the valley, relief headquarters announced today.

Columbus, situated on the banks of the Mississippi about 20 miles below Cairo, Illinois, is a town of about 1,000 population, built upon a site at one time selected for the capital of the United States. Around it raged a crucial battle of the Civil War. For years the town has been a prey to the moods of the river, which, altering its course, is now gradually undermining the buildings. To save this ill-starred city, the Red Cross will remove it to the bluff, half a mile away.

Melville, Louisiana, is a deserted town, parts of which are even now under water. Directly in the path of one of the "big breaks," the fine river sand was constantly sifted upon its streets and houses so that now it is virtually a buried city. For a time the abandonment of Melville was considered but, since the people want to go back, the Red Cross will begin excavations as soon as possible.

For 13 years he had been confined to his bed at the Washington Home for Incubables, helpless except for the use of one hand. Then three years ago, his sight, too, was taken from him. Not daunted, this optimistic patient learned to read Braille, writing for the blind which is read with the finger-tips.

The District of Columbia Chapter of the American Red Cross keeps him supplied with small manuscripts, produced by students for test papers. These are copied from current magazines and consist of entertaining articles and stories which the patient greatly enjoys.

"I have so much to be thankful for," he says in a letter to the Red Cross. "The Braille and my radio help make my days of suffering so much less hard to bear."

There are approximately 50,000 blind in the United States and the demand for reading matter is enormous. Each year volunteer workers for the Red Cross in more than 130 chapters throughout the country produce thousands of pages of Braille.

SHORT AND SWEET

"Make that ham and eggs pork chops," snapped a restaurant patron. "The chef's too busy to do any tricks just now," retorted the waitress.

Hostess: "That is my sister practicing her music in the next room; she really is progressing by leaps and bounds."

Caller: "I wondered how she made all that noise with her fingers."

All business concerns like to break their own records except the phonograph companies.

The ways of the transgressor are smooth.

BILLY'S UNCLE



BRISTOL FOOTBALL TEAM MAY JOIN NEW LEAGUE

Bristol may become a member of the proposed new Buxmont Football League this fall, if present plans materialize at a meeting to be held in Ambler on Thursday evening.

Eight of the leading teams of Bucks and Montgomery counties have been invited to get together for the purpose of forming a circuit which will include Doylestown, New Hope, Ambler, Cheltenham, Conshohocken, Pottstown, Phoenixville, Royersford, Mount Airy and Bristol.

The management of the Bristol Athletic Association has always been in favor of such a league, and felt that the interest in football would be greatly stimulated through the friendly rivalry between the various towns in the circuit.

The present way of playing independent football has not been very successful from a financial standpoint, or a convincing way to determine which is the best team. The county championship has been won for a number of years by a team that refused to play any of the other teams in the county. A league would eliminate that. If it is possible to create such a league, the local organization, through its president, William H. Fine, and Maxwell J. Gordon, who will attend the Ambler meeting, will do everything in their power to do so.

BUTLER, Pa., Aug. 15 (I.N.S.)—Thomas K. King, 84, who died recently in Muskogee, Okla., and was buried in his native village, Saxenburg, Butler County, was one of the outstanding pioneers in the oil industry, assisting in the drilling of the famous Drake Well in Venango County in 1859. He was a grandson of Thomas Kier of Creighton, Pa., who made a living by extracting salt from wells and who also secured a medicinal product by the crude refining of petroleum yielded in small quantities by the salt wells. This was some years before petroleum was recognized as an important illuminant and basis of hundreds of by-products. Mr. King followed the oil business for more than fifty years.

FORD'S NEW CAR WILL MAKE 65 MILES AN HOUR

DETROIT, Aug. 15.—The following statement was issued here yesterday by Edsel B. Ford, president of the Ford Motor Company:

"The new Ford automobile is now an accomplished fact. The engineering problems affecting its design and equipment and affecting also its manufacture have all been solved."

"But before a single car of the new type is offered for sale to the public each part will have been tested under every condition which we have been able to discover in more than twenty years of building automobiles for use all over the world."

"We know now exactly what this new car is. We have built a number of these cars and they have been performing even better than we had hoped for under a variety of conditions."

"We know also what is needed as

to personnel and factory equipment in order to produce these new Ford cars. In greater numbers than any manufacturer has ever attempted before. The work of retooling our plants throughout the country to prepare for the heaviest production schedule we have ever undertaken, is now nearly complete.

"But we realize that any new automobile that is to gain and hold public esteem today, whether it shall sell for \$500 or \$10,000, must perform exactly as it is designed to perform. No automobile manufacturer, in this day and time, should allow the public to do his testing and proving for him. The Ford Motor Company cannot afford to permit the automobile user to discover imperfections in these new models."

"We haven't discovered any faults in the finished new Ford car, but we are taking nothing for granted. If there are any faults they shall be found and remedied before any of the cars are offered for sale."

"When the Model T Ford car was designed more than twenty years ago, no one could foresee the wide variety of conditions under which it would operate. It did not occur to us that that automobile would be expected to perform as satisfactorily in Alaska as in South Africa. We knew little about the varying effects of climatic conditions in Boston and in Colon, upon automobile motors and other equipment. We had yet to discover that carburetion at sea level presented one definite problem, while carburetion at very high altitudes presented an entirely different problem."

"Many of these difficulties were first brought to light by people who had bought our cars and used them under those diverse conditions. These people put their cars to tests which we could not have foreseen and could not have duplicated in that day. We had to remedy faults as they were dis-

covered by the car owners in actual use.

"But twenty years of manufacture have taught us that the only good automobile is the automobile which will do what it is designed to do wherever it is put to work. The experience of those twenty years has taught us also that the public of today knows more about automobiles than ever before and expects more of them."

"The building and testing of these first new cars is costing millions of dollars. But it will give us the complete assurance that we are offering the public a car tested and proven as a new car should be."

"Some of the things we have discovered already in the tests of these new cars are interesting."

"We have accomplished with them a speed of 65 miles per hour—which is slightly higher than we had expected."

"We have found that they can be driven for hours at an average speed of more than fifty miles per hour,

without discomfort to driver and passengers and without harm to motor and other equipment.

"In a recent test one of these new cars was driven 110 miles in two hours. During the first half-hour the car traveled 27 miles. The car covered exactly 56.1 miles the first hour of the trip."

"This test was made over average road conditions. Part of the route lay through level country and part through hill country where the roads were steep and winding. The day on which the test was made was somewhat warmer than the average summer day in this part of the country, but the motor was not overheated during the run and examination of the motor at the conclusion of the run disclosed no ill effects. The car consumed less gasoline and oil during the test than any of our previous models we have put to similar tests. The items performed perfectly throughout

nitron, cooling and carburetion systems the trip.

"We have tested this new car for getaway and pickup with many other types of automobiles and have found that it surpasses all of them with one exception in quick starting and acceleration. The tests already made show that it is faster, smoother, more rugged and more flexible than we had hoped for in the early stages of designing."

"We have known from the beginning that this new Ford would be a handsome car. Experiments have been made with a wide variety of color schemes and body designs and all these have been decided upon."

"When this car is formally introduced within the next few weeks, we shall be able to say that it is the best and most moderate priced automobile we know how to build."

(Signed) EDESEL B. FORD, President, Ford Motor Company."

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